



Porsche Racing Challenge Series

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I. Introduction

This document describes the rules for the Porsche Racing Challenge Series. These rules are not merely guidelines, but an actual listing of driver and vehicle requirements and allowed modifications. All Porsche Racing Challenge Series cars and drivers must conform to all of National Auto Sport Association, Incorporated's Club Codes and Regulations, except for those items described within this document, or in other documents specifically referenced herein. Any vehicle modifications not expressly allowed shall be prohibited.

Where conflicts between the rules found in the National Auto Sport Association, Incorporated's Club Codes and Regulations and these rules, these rules shall supersede the conflicting rules found in the National Auto Sport Association, Incorporated's Club Codes and Regulations. However, in the interest of safety and competitive fairness, any participant that determines a conflict exists shall immediately report it to the Porsche Racing Challenge Series administration, for clarification.

II. Admonishment

Porsche Racing Challenge Series drivers are admonished to periodically review the National Auto Sport Association, Incorporated's Club Codes and Regulations, as well as all other documents specifically referenced herein. Drivers should note that these documents usually change on an annual basis, and are typically available on the Internet.

III. Intent of Porsche Racing Challenge Series

The Porsche Racing Challenge Series is intended to provide high quality racing events for Porsche racing cars at select National Auto Sport Association, Inc. events. Porsche Racing Challenge Series participants shall have an exclusive run group or groups at these events. Competition in these groups is based upon a simple classification system, and class-based awards are presented after every race.

IV. Definitions, References and Acronyms

NASA	Refers to the National Auto Sport Association, Inc.
CCR or NASA CCR	Refers to the published Club Codes and Regulations of the National Auto Sport Association, Inc. Unless otherwise specified within this document, the NASA CCR for the current calendar year shall be the reference document.
Porsche Racing Club	Refers to the organization with the same name.
PRC	Is an acronym for the Porsche Racing Club.
Porsche Club of America	Refers to the organization with the same name.
PCA	Is an acronym for the Porsche Club of America.
PCA Club Racing	Refers to the racing program organized and sanctioned by the Porsche Club of America.
PCA Club Racing Rules	Refers to the racing program rules published by the Porsche Club of America. Unless otherwise specified within this document, the PCA Club Racing Rules for the current calendar year shall be the reference document.

V. Administration and Sanctioning

Porsche Racing Challenge Series events are sanctioned by NASA. NASA will appoint one or several administrators to oversee the series' activities, including adherence to all rules. All decisions made by the Porsche Racing Challenge Series administration are final, except under certain conditions as specified in the NASA CCR. Appointed Porsche Racing Challenge Series administrators are listed on the PRC web site. **You must be a current member of PRC and in good standing in order to race with PRC.**

VI. Competition Classification System

The Porsche Racing Challenge Series includes a family of Grand Touring (GT) Classes, a Stock/Production Class, and a Spec 911 Class for Porsche 911 cars with a limited set of allowed modifications.

Any vehicle modifications not specified within this document, the NASA CCR or the PCA Club Racing Rules are not allowed.

a) Porsche Racing Challenge Series GT Classes

This family of classes is similar to that specified for PCA Club Racing. In addition, the Porsche Racing Challenge Series GT Limited Class provides a somewhat cost-reduced, competitive specification for 911 and 914 GT cars with modifications that are well beyond the scope of the Stock/Production and 911 Spec Classes.

Any vehicle modifications not specified within this document, the NASA CCR or the PCA Club Racing Rules are not allowed. The following paragraphs describe the classification system for Porsche Racing Challenge GT Classes:

PRC-1

Equivalent to PCA Club Racing Classes GT-1R and GT-1S.

PRC-2

Equivalent to PCA Club Racing Classes GT-2R and GT-2S.

PRC-3

Equivalent to PCA Club Racing Classes GT-3R and GT-3S.

PRC-4

Equivalent to PCA Club Racing Classes GT-4R and GT-4S.

PRC-5

Equivalent to PCA Club Racing Classes GT-5R and GT-5S.

PRC-6

Equivalent to PCA Club Racing Classes GT-6R and GT-6S.

PRC-GTA

Equivalent to PCA Club Racing Classes GTA1-2.

VI. Competition Classification System (continued)

PRC-GTB

Equivalent to PCA Club Racing Classes GTB1-2.

PRC-GTC

Equivalent to PCA Club Racing Classes GTC1-5.

PRC-GTP

Equivalent to PCA Club Racing Classes GTP1-GTP6.

PRC-GTL

The purpose of the GT Limited Class is to provide a somewhat cost-reduced, competitive specification for 911 and 914 GT cars with modifications that are well beyond the scope of the Stock/Production and Spec 911 Classes. The modifications allowed/required for this class are described in Appendix B. Modifications not specifically listed in Appendix B, or elsewhere in this document, are prohibited for cars in the GT Limited Class.

b) Porsche Racing Challenge Series Stock/Production Classes

PRC-PROD

Equivalent to corresponding PCA Club Racing Stock and Prepared Classes A-L.

c) Porsche Racing Challenge Series Spec 911 Class

PRC-SPEC 911

This is a unique Porsche Racing Challenge Series classification for Porsche 911 racing cars with a limited set of modifications. The modifications allowed/required for this class are described in Appendix A. Modifications not specifically listed in Appendix A, or elsewhere in this document, are prohibited for cars in the Spec 911 Class.

VII. Safety Equipment Requirements

a) Fuel Cell

Fuel cells are not required, but are strongly recommended for all cars. Fuel cells must meet the requirements of the PCA Club Racing Rules or the NASA CCR. Porsche Racing Challenge Series participants must check their fuel cells annually to ensure compliance.

b) Chassis and Roll Cage

All Porsche Racing Challenge Series cars must have roll cages. Chassis and roll cages must meet the requirements of the PCA Club Racing Rules or the NASA CCR.

VII. Safety Equipment Requirements (continued)

c) Window Nets/Plastic Windows

i. Window Nets

All cars, other than those covered in Section VII.c.ii below, must be equipped with a driver's side window net which meets the requirements specified in the NASA CCR, Section 15.

ii. Plastic Windows

GT cars may run with plastic side windows in place, with or without a sliding opening panel, provided that the plastic windows are removable from the outside in an emergency and that the plastic side window has no metal that could pose a safety hazard. The plastic window must have been designed, built and marketed for motorsports by a recognized manufacturer and approved by an appointed Porsche Racing Challenge Series administrator (no "home-built" windows).

d) Seat Back Brace/Support

All cars shall meet the requirements specified in the NASA CCR, Section 15.

e) Steering Wheel Lock

Removal of factory installed steering wheel locks is recommended.

f) Head and Neck Restraint

A head and neck restraint certified as meeting the standards of either SFI 38.1 or FIA 8858 is required. There is no expiration date for head and neck restraints; HANS devices manufactured before establishment of the SFI or FIA standards must be inspected by the manufacturer and issued a sticker if it passes. Before replacing a HANS device that does not have a certification sticker, racers should check the HANS serial number with the manufacturer and determine if it is eligible for an SFI certification sticker

g) Head Restraint— Side Impact

All cars shall meet the requirements specified in the NASA CCR, Section 15.

VIII. General Competition Vehicle Rules

a) Car Numbers and Class Designations

i. Car Numbers:

All cars must display easily readable numbers for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1-inch stroke on the rear. Magnetic numbers must be securely taped in place. The distance between the numbers shall be as wide as the stroke of the numbers. No metallic numbers having iridescent and/or reflective properties are allowed. Reflective numbers for night driving is highly recommended and may be required at some events. No wood-grain numbers are allowed. NASA requests that 2 digit numbers be used.

ii. Class Designations

All cars must have their competition class displayed front and rear in easily readable characters at least 4 inches high. Class designations will be as follows:

PRC-1:	GT-1r, GT-1s, GT-1, 1r, or 1s
PRC-2:	GT-2r, GT-2s, GT-2, 2r, or 2s
PRC-3:	GT-3r, GT-3s, GT-3, 3r, or 3s
PRC-4:	GT-4r, GT-4s, GT-4, 4r, or 4s
PRC-5:	GT-5r, GT-5s, GT-5, 5r, or 5s
PRC-6:	GT-6r, GT-6s, GT-6, 6r, or 6s
PRC-GTA:	GT-A, GTA, GTA1, or GTA2
PRC-GTB:	GT-B, GTB, GTB1 or GTB2
PRC-GTC:	GT-C, GTC, GTC1, GTC2, GTC3, GTC4 or GTC5
PRC-GTP:	GT-P, GTP, GTP1 through GTP6
PRC-GTL:	GTL
PRC-PROD:	A-L, based upon corresponding PCA Club Racing Class
PRC-SPEC911:	GTS or SP911 or SPEC911

b) Advertisements, Graphics, Sponsor Stickers

- i. All cars must display the required Porsche Racing Challenge Series sponsor decals in the specified locations. Porsche Racing Challenge Series administrator(s) will provide decals and location requirements at the entrant's first event.
- ii. Additional advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required identification marks or conflict with any of the series' sponsors.
- iii. All vehicles are required to prominently display at least four NASA decals: one (1) on the front of the car, one (1) on each side, and one (1) on the rear.

VIII. General Competition Vehicle Rules (continued)

c) Data Acquisition Systems

Any type of data acquisition system is allowed.

d) Video Cameras - Drivers are required to have an in-car camera. All cars must have at least one (1) forward facing camera that records in digital format immediately viewable in windows media player. All cars must record every session.

e) Trophies will be awarded for all PRC classes as follows:

- 1st place trophy will be awarded when there are at least 2 entrants in any given class
- 2nd place trophy will be awarded when there are at least 4 entrants in any given class
- 3rd place trophy will be awarded when there are at least 6 entrants in any given class

IX. Competition Format and Rules Enforcement

Porsche Racing Challenge Series events will follow the Competition Format and Rules Enforcement procedures/rules/processes provided in the NASA CCR. Any variations from the CCR will be described in detail in the driver's meetings at each event, and/or are described within this document, in Appendices A, B and/or C.

X. On Course Conduct

Porsche Racing Challenge Series events will follow the On Course Conduct rules provided in the NASA CCR. Any variations from the CCR will be described in detail in the driver's meetings at each event, or are described within this document, in Appendix C.

XI. Annual Rules Updating Procedures

Each season, the PRC will conduct a rules revision process. The deciding body for proposals will be a Rules Committee comprised of at least two appointed Porsche Racing Challenge Series administrators to be joined by a driver-selected representative from the PRC Spec 911 Class and a driver-selected representative from the PRC GTL Class.

PRC Spec 911 Class rules: At least two appointed Porsche Racing Challenge Series administrators, plus one representative from the PRC Spec911 Class.

PRC GTL Class rules: At least two appointed Porsche Racing Challenge Series administrators, plus one representative from the PRC GTL Class.

XI. Annual Rules Updating Procedures (continued)

The proposal, review and decision-making process will follow the same steps each season:

- May 1: Porsche Racing Challenge Series administrators to provide notification on the PRC website that proposed rules changes may be submitted between May 1 and August 1. Spec 911 and GTL participants are to select PRC Rules Committee representatives by May 1 as well.
- August 1: Final date for submission of rules revision suggestions along with justification for the change to the PRC Rules Committee. During August, the PRC Rules Committee will review the proposals and formulate a proposed set of revisions for the coming year.
- September 1: The PRC Rules Committee proposed revisions will be published for comment on the PRC website.
- October 1: Final date for submission of comments to the PRC Rules Committee. At the sole discretion of the PRC Rules Committee, a meeting to discuss the proposed revisions may be scheduled. If so, it will be announced on the PRC website. During October, the PRC Rules Committee will finalize revisions for the coming season.
- November 1: The PRC Rules Committee will publish final planned revisions for the proceeding season on the PRC website.

Appendix A: Porsche Racing Challenge Spec 911 Class

I. Introduction/Overview

This is a classification for Porsche 911 racing cars with a limited set of modifications. The modifications allowed or required for this class are described below. Modifications not specifically listed below are prohibited for cars in the Spec 911 Class.

The Porsche 911 in street form provides high performance and high reliability. The modifications specified below were carefully chosen to provide maximum performance enhancement at minimal cost and maximum reliability. Importantly, the drive trains are basically stock, and the only modifications allowed are designed to equalize the performance of the cars. These specifications were established through years of experience and extensive testing under racing conditions. The definition of “stock” where used in these rules requires that the components under definition remain stock. No material can be removed for any purpose except to restore the component to serviceable condition as described by relevant Porsche Technical documentation. No material can be added; no re-allocation of weight or material can be performed. No material can be substituted for another material of similar geometry.

Except where freedoms allowed within these rules apply – all original equipment Porsche components are required to remain in stock condition. Some examples of modifications that are not allowed are: shaving of rain gutters, addition of aerodynamic devices other than specified in the rules, holes in body panels to direct airflow for down force such as vented hoods or fenders.

II. Chassis, Body and Interior

- a) Any Porsche 911 chassis up to 1989 is allowed except for the turbo or turbo-look body shell.
- b) Minimum weight of cars with drivers is as follows: cars with 2.7 engines 2300 lbs, cars with 3.0 and 3.2 engines 2350 lbs, cars with 3.0 engines and 3.6 intake plenums 2400 lbs. These weights are at the end of any qualifying or racing session.
- c) Bolt on fiberglass and composite replacements of front and rear bumpers, rear deck lids/tails, front fenders, and front hood are allowed. Bonded or glued fiberglass or composite sunroof “plugs” and fender flares are allowed. Fiberglass or composite rear fender flares may include most of the rear fender as long as steel remains around the perimeter of the fender. Substitution of other parts such as fiberglass or composite roofs, doors, and rear quarter panels are not allowed. Fender flare configuration is free.
- d) Cars must have a windshield, a rear window and rear quarter windows. Cabriolet bodies must have a stock size windscreen and no other windows are required. Materials may be original equipment or equivalent glass, polycarbonate, or other break-resistant plastic.

II. Chassis, Body and Interior (continued)

- e) Rear wing choices include: ducktail, 911 whale tail, 930, IROC, large IROC, 911 3.6 RS wing, 3.8 RSR short wing. Wicker bills up to 1" can be added to the ducktail, 911 whale tail, 930, IROC and large IROC tails
- f) Any front air dam may be used as long as it does not extend forward of the stock front bumper (excluding bumperettes).
- g) Interior modifications are free. Any interior modifications must adhere to the NASA CCR.
- h) Electrical system is free.
- i) Instrumentation is free.
- j) External lights including brake lights are free. Brake lights must be at least as visible as stock lights.

III. Engine and Transmission Specifications

- a) All engines must run a standard pump gas of 92 octane or less. No race fuels or additives are allowed.
- b) 2.7 liter engine specs
 - i) Allowable intake systems are: 40 or 46mm Weber or PMO carbs, CIS from any year, Bosch MFI from 1969-1973 (not high butterfly or slide valve), 3.2 intake manifold with any throttle body and airflow meter, "straight-through" fuel injection systems with individual throttle bodies no larger than 46mm (e.g., TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 - ii) Exhaust system can be any header system with a maximum primary tube size of 1.5" Outside Diameter and must conform to the noise restrictions of the tracks.
 - iii) Crankshaft: stock 70.4mm stroke.
 - iv) Crankcase: any 911 crankcase and machining of any kind is allowed.
- b) 2.7 liter engine specs (continued)
 - v) Pistons and cylinders: maximum of 90mm bore and maximum compression ratio of 9.25:1.
 - vi) Rods: stock with aftermarket rod bolts.

III. Engine and Transmission Specifications (continued)

- vii) Cylinder Heads: stock, maximum port sizes of 39mm intake, 36mm exhaust and valve sizes of 46mm intake, 40mm exhaust.
 - viii) Camshafts: 911S, Elgin mod-S, or GE60.
 - ix) Valve springs & retainers are free.
 - x) Ignition system is free as long as it is single plug per cylinder.
 - xi) Engine oil system and cooling is free.
- c) 3.0 liter engine specs
- i) Allowable intake systems are: 40 or 46mm Weber or PMO carbs, CIS intake manifold from any year and with any fuel injection system, Bosch MFI from 1969-1973 (not high butterfly or slide valve), 3.2 intake manifold with any throttle body and airflow meter, “straight-through” fuel injection systems with individual throttle bodies no larger than 46mm (e.g., TWM, Jenvey, etc.), 3.6 intake manifold from 1989-1995 911 with any throttle body(s). Slide valve intakes are prohibited.
 - ii) Exhaust system is any header system with a maximum primary tube size of 1.5” Outside Diameter and must conform to the noise restrictions of the tracks.
 - iii) Crankshaft: stock 70.4mm stroke with 9-bolt flywheel configuration.
 - iv) Crankcase: any 911 case and machining of any kind is allowed.
 - v) Pistons and cylinders: any stock CIS 911 SC 95mm bore. Replica pistons from Rothsport Racing are allowed.
 - vi) Rods: stock with aftermarket rod bolts.
 - vii) Cylinder Heads: maximum port sizes of 39mm intake, 35mm exhaust and valve sizes of 49mm intake and 41.5mm exhaust. Small intake port 3.0 liter heads may have cylinder head material removed to match the port shape and dimensions of the large, stock 3.0 intake port.
 - viii) Camshafts: stock 911SC.
 - ix) Valve springs & retainers are free.
 - x) Ignition system is free as long as it is single plug per cylinder.
 - xi) Engine oil system and cooling is free.
- d) 3.2 liter engine specs
- i) Intake system must be stock from the air filter housing face of the air flow meter to the cylinder head. All induction air must pass through this stock intake tract. The air filter assembly and fuel management system is free. The stock air flow meter is not required to provide control sensing – only an induction airflow pathway. Forced induction is not permitted.

III. Engine and Transmission Specifications (continued)

- ii) Exhaust system is any header system with a maximum primary tube size of 1.63" Outside Diameter and must conform to the noise restrictions of the tracks.
- iii) Crankshaft: stock 74.4mm stroke.
- iv) Crankcase: any 911 case and machining of any kind is allowed.
- v) Pistons and cylinders: any stock Motronic 911 3.2 liter, 95mm bore. Replica pistons from Rothsport Racing are allowed. Due to required use of 91 or 92 octane fuel, the actual measured compression ratio may not exceed 9.8 to 1.
- vi) Rods: stock with aftermarket rod bolts.

- vii) Cylinder Heads: stock, maximum port sizes of 40mm intake, 38mm exhaust and valve sizes of 49mm intake and 41.5mm exhaust.

- viii) Camshafts: stock 911 3.2 Carrera.

- ix) Valve springs & retainers are free.

- x) Ignition system is free as long as it is single plug per cylinder.

- xi) Engine oil system and cooling is free.

III. Transmission and Clutch Specifications

- a) The transmission must be a Porsche 915 up through 1986 models. 1987-89 cars may use the Porsche G-50 transmission. The transmission must use Porsche design synchronizers.

- b) Differential is free.

- c) Clutch package is free. An unmodified stock flywheel must be used in all transmissions.

- d) Transmission cooler's, lubrication, and shift linkage is free.

- e) The 915 transmission must use an 8:31 final drive ratio. The G-50 transmission must use the 9:31 final drive ratio.

- f) The following gear ratios are acceptable in any combination:

	<u>915 Transmission</u>	<u>G-50 Transmission</u>
1 st gear	11:35	12:42
2 nd gear	18:33 or 18:32	17:35
3 rd gear	23:29	22:31
4 th gear	26:25 or 26:26	32:36
5 th gear	28:23	36:32

IV. Suspension Specifications

- a) The Stock suspension pivot axis must be maintained by any suspension components.
- b) Front spindle height is free, struts must be original equipment components manufactured by Boge, Bilstein or Koni with the location of the spindle as standard or relocated. Additional reinforcement is acceptable. The retaining system for the original equipment shock absorber insert must be used. Custom fabricated strut housings are not permitted.
- c) Front and rear shock absorbers must be of the same configuration as standard. Maximum of two (2) external force adjustment features per shock absorber.
- d) Torsion bars only front and rear.
- e) Suspension bushings are free. Front camber plate / castor plate design is free.
- f) Stock 911 rear control arms only, 930 rear control arms are not allowed.
- g) Adjustable rear spring plates are free.
- h) Anti-roll bar (sway bar) systems are free.
- i) Alignment settings are free, except track width can only be increased from stock by .25 inches per side. Track width, as measured with standard toe plates, must not exceed 64.5 inches in front, and must not exceed 66.6 inches in the rear.

VI. Tires and Wheels

- a) Wheels are any 7x16 front any 8x16 rear.
- b) Tires are the Toyo RA1 or R888 225/50-16 front and the 245/45-16 for the rear.

VII. Brakes

- a) Any brake caliper, pad and rotor combination are legal as long as they fit inside the required wheel size and the rotors are made of steel.
- b) Brake lines, pad material, removal of dust shields, air ducting, master cylinder, brake balance control and fluid are free.
- c) E-brake, parking brake or hand brake system is not required.

VIII. Starting Order and Post Race Impound

- a) Rookies will start at the back of the grid until they and the Race Steward feels enough experience has been obtained to start in the position they achieve based on speed, or by the draw process. The definition of a rookie is anyone who has not previously raced in the Porsche Racing Challenge Series.

- b) Post race impound: after each race, cars will be required to proceed to the impound area where they can be weighed and inspected. Failure to present your car to the PRC technical official will be considered as withdrawal from the race, and your car number will be re-posted as DNF (did not finish) for the race. Results will not be considered official until the impound area is cleared by the responsible technical official. Cars maybe released at the discretion of the technical official without being weighed or officially inspected.

IX. Championship Point Structure

- a) Qualifying - 10 points for 1st, 9 pts for 2nd, 8 pts for 3rd, etc.

- b) Race - 20 points for 1st, 19 pts for 2nd, 18 pts for 3rd, etc.

- c) Only the races listed in the PRC schedule count for points. Season points will be the total of the points scored in the races and qualifying sessions during the season except that the 2 lowest qualifying and 2 lowest race points scores will be disregarded. For example, if the published race schedule lists 7 race weekends with 14 races, points will be calculated using the highest scoring 12 races and qualifying sessions.

- d) The Spec 911 Class Champion will be the driver who has scored the most points in the season of Spec 911 Class racing.

X. Grandfathering

- a) Any chassis that was raced in a Spec 911 Class race prior to November 2014 is eligible for grand fathering of systems and components that are not in compliance with 2015 rules.
- b) Conditional grandfathering of non-compliance will be noted in the vehicle logbook prior to the first Spec 911 Class race entered in 2015. Conditional grandfathering is nontransferable and applies only when the vehicle and driver in 2015 is the same vehicle and driver from 2014.
- c) All cars with automatic and/or conditional grandfathering must be in full compliance with the 2015 rules by the first race of 2016.
- d) Any car that podiums with conditional grandfathered components or systems will receive Trophy Weight equal to a 1st place finish, and will carry that additional Trophy Weight for the duration of the season – or until such time that the car is in full compliance with 2015 Spec 911 Class rules.
- e) Should the same car podium a second time, an additional 1st place Trophy Weight will be added, bringing the car to maximum Trophy Weight. The vehicle will carry the Trophy Weight for the remainder of the season – or until such time that the car is in full compliance with 2015 Spec 911 Class rules.

XI. Rules Enforcement

A car that is determined not to be in compliance with the 2015 Spec 911 Class technical regulations will be subject to exclusion from the preceding qualifying session or race. If the exclusion is from a qualifying session the car will be moved to the appropriate GT category and the driver will take a start position in the GT field based on their qualifying speed. Qualifying points will not be awarded to that driver.

A car that is excluded from a Spec 911 Class race will have their car number scored as a DSQ (disqualified), and the logbook will be noted with the infraction. No points will be allocated to the driver for that race – including any qualifying sessions used to establish start positions for that race. The car will not be accepted as an entrant for any subsequent Spec 911 Class events until the car is restored to full compliance and a PRC Technical official has cleared the notation in the logbook.

Protests about technical compliance will be considered by the PRC Rules Committee. Adjudication of technical compliance is considered final and cannot be appealed.

Appendix B: Porsche Racing Challenge GT Limited Class

I. Overview/Purpose

The purpose of the GT Limited Class is to provide a somewhat cost-reduced, competitive specification for 911 and 914 GT cars with modifications that are well beyond the scope of the Stock/Production and Spec 911 Classes. The intention is to reduce operating costs via engine specifications and the designation of a series spec tire.

The goal of the engine specifications is allow a wide range of choices, yet discourage racers from exceeding 7,000 rpm. With the 7000-rpm threshold, it is expected that engine service intervals (e.g., for replacement of rings and rod bearings) will be longer than those of race engines revving at higher levels.

The 7000-rpm threshold is achieved by restricting the available air supply via the use of stock throttle bodies and intake plenums. The available air supply is further limited due to restrictions in the exhaust headers. Racers are discouraged from exceeding 7000 rpm as the intake and exhaust air restrictions reduce power output above that level.

The specified tire is an affordable, long-lasting, professional racing slick bias ply tire that is readily available. The tire's price is similar to that of DOT competition tires and far less than racing radial slick tires.

The following rules provide specific requirements for this class-- all other requirements are specified and/or referenced in the NASA Porsche Racing Challenge Series Rules, the NASA Club Codes and Regulations and/or the PCA Club Racing Rules.

II. Basis

The PRC GT Limited Class is based upon the PCA **GT Classes**. Restrictions to modifications are described below.

III. Chassis Requirements

- a) The chassis must be a Porsche 911 or 914 chassis up to 1995. 993 and later chassis types are prohibited. The chassis must have the floor pan, rocker panel longitudinal frame members and front firewall. The front firewall can be modified for installation of a fuel cell and/or oil tank.
- b) Minimum weight with driver is 2350 lbs.
- c) The chassis must meet all other requirements for GT-Class cars specified and/or referenced in the NASA Porsche Racing Challenge Series Rules.

IV. Engine Requirements

- a) All engines must be normally aspirated and air-cooled.

- b) The maximum engine size is 3.6 liters. Any displacement under 3.6 liters is allowed.
- c) The engine case must be a Porsche factory part.
- d) Engines may have a maximum of two valves per cylinder.
- e) Engine management system is free (e.g., Stock Bosch Motronic, Motec, Haltech, EFI, Electromotive, etc.)
- f) The intake manifold must be from a 1984 – 1995 911, and must be stock from the exit of the throttle body to the intake of the cylinder head. Throttle bodies must remain stock with the exception of those changes necessary to install an aftermarket throttle position switch necessitated by the choice of engine management system. Pre-throttle body intake design, e.g., fuel injection lines, fuel rails, et cetera are free.
- g) The maximum primary header tube size of 1.625” O.D. Mufflers are free as long as the engine noise meets the restrictions of the various tracks.

V. Required Tire

The GTL Class will use the following Hoosier Radial Slicks:

Front Part Numbers: 43656 (23.5 x 11 x 16, R75A compound or alternatively 43661 (23.5 x 12 x 16, R75A compound).

Rear Part Numbers: 43672 (25.5 x 12.5 x 16, R75A compound) or alternatively 43677 (25.5 x 14 x 16, R75A compound).

VI. Transmission Requirements

- a) The transmission case must be Porsche factory component.
- b) The gears must use synchros (i.e., “dog boxes” are not allowed).

VII. Suspension Requirements

- a) Front suspension design **must** use MacPherson struts.
- b) Rear suspension must use factory trailing arms.

VIII. Championship Point Structure

- a) Qualifying: 3 points for 1st, 2 pts for 2nd, 1 pt for 3rd.
- b) Race:
 - 1st Place: 20 pts.
 - 2nd Place: 15 pts.
 - 3rd Place: 12 pts.
 - 4th Place: 10 pts.
 - 5th Place: 8 pts.
- c) Championship points will be awarded for all NASA Porsche Racing Challenge Series events, as posted on the PRC website (www.prc-racing.com).
- d) Points from recognized points races will be used in the calculation of Season Championship totals for each driver. Recognized points races will be determined and announced by the Rules Committee prior to the beginning of each season. A driver's best results from up to 75% of the total number of recognized points races shall be used for calculation of Season Championship total points. Calculations will be to one decimal place. If the second decimal place is 0.5 or greater, then rounding up will be done. If second decimal place is 0.4 or less, rounding down will be done.
- e) Trophies will be awarded as described in Section VIII (e).

IX. Rules Enforcement

A car that is determined not to be in compliance with the 2015 GT Limited Class technical regulations will be subject to exclusion from the preceding qualifying session or race. If the exclusion is from a qualifying session the car will be moved to the appropriate GT category and the driver will take a start position in the GT field based on their qualifying speed. Qualifying points will not be awarded to that driver.

A car that is excluded from a GT Limited Class race will have their car number scored as a DSQ (disqualified), and the logbook will be noted with the infraction. No points will be allocated to the driver for that race – including any qualifying sessions used to establish start positions for that race.

The car will not be accepted as an entrant for any subsequent GT Limited Class events until the car is restored to full compliance and a PRC Technical official has cleared the notation in the logbook. Protests about technical compliance will be considered by the PRC Rules Committee. Adjudication of technical compliance is considered final and cannot be appealed.

Appendix C: Porsche Racing Challenge Series Guidelines for Car-to-Car Racing

It is the goal of PRC to have real car to car racing with minimal contact and car damage. To this end, PRC has some rules that are unique and differ from other clubs. You are responsible for understanding PRC's rules and knowing where they differ from other clubs you run with. Every driver running in a PRC event must understand and abide by PRC's rules in every on-track session.

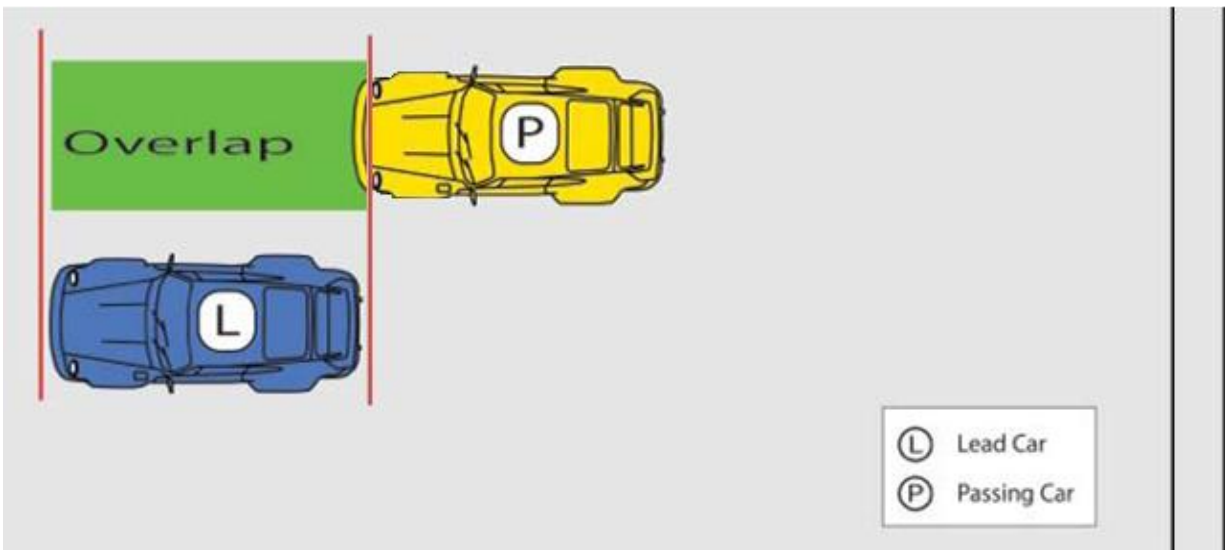
Racing safely is a co-operative endeavor. Given the range of skill levels and car capabilities at PRC events, it is expected that drivers will exercise restraint and good judgment in their on-track behavior.

Please note that PRC never has an 'open' grid for a session. All entrants are responsible for knowing their grid position before they approach the grid.

- Warm-up and qualifying on Saturday is based upon previous race results and is published prior to the event.
- Saturday's race grid is based on Saturday's qualifying.
- Sunday's warm-up and qualifying are based on Saturday's qualifying.
- Sunday's race grid is based on Sunday's qualifying.

I. Definitions

Physical Overlap: **Physical overlap** is obtained when the front bumper of the trailing car passes the rear bumper of the lead car. If physical overlap occurs anywhere in the braking zone or at turn in then both the lead car and the passing car must leave racing room throughout the entire turn.



Qualifying line (also called the DE line): A car on the qualifying line will enter a corner on the outside edge of the track. Although this line can be faster, it leaves the inside open for a pass attempt by a following car.

Defensive line: When the lead car enters the corner on the inside of the track to prevent an inside pass and only allows an outside pass, it is on a defensive line.

Blocking: There are two basic moves that constitute blocking.

(a) If the lead car makes **two moves** in order to obstruct a pass by a following car, even though physical overlap has not been achieved.

For example: Upon exiting a corner, if the lead car first moves from the corner exit side of the track to the other side of the straight and subsequently moves back to the exit side of the track in order to prohibit an attempted pass. The second move back to the exit side of the track constitutes blocking. In simple terms, you can zig, but you can't zag.

(b) If the lead car makes a line change with the intent of obstructing a pass when there is potential for physical overlap.

For example: When approaching the braking zone in a corner, the driver of the lead car, who has been on the outside line, moves from the outside line to the inside line to prevent the following car from achieving physical overlap.

Brake point: The brake point occurs the moment the lead car starts braking for a corner, as indicated by illumination of its brake lights.

Racing room: Racing Room is defined as leaving enough space (one full car width **plus three feet**) for both cars to negotiate the turn safely. Leaving this much room allows either car to make a minor mistake without coming into contact with the other car.

II. Race Starts

The start is the most dangerous period in a race. Due to the close proximity of the cars, a minor incident can easily turn into a serious, chain reaction accident. Drivers are urged to exercise the utmost caution during the start and early stages of the race.

The Race Start rules apply from the green flag through the exit of the first corner¹. Two corners before the start/finish line, the pole sitter will slow to allow the grid to form. The pole sitter will bring the field to the green flag at ~60 mph.

PRC races typically have two or more race group starts in each race. Race Control will display a separate green flag for each group. The pole sitter(s) for groups 2 or 3 shall manage the speed of his/her respective field in order to have a 15-20 second separation between race groups at the start.

The Start Rules are:

- Green flag starts will be conducted with cars in rows of two cars abreast.
- There will be one car length between cars/rows.

¹ The first corner may not be the first 'corner' defined on the track. At Thunderhill, race start rules apply until the exit of Turn 1. At Sears Point or Laguna Seca, race start rules apply until the exit of Turn 2. At other tracks, the end will be defined in the drivers' meeting.

- The driver on pole has his/her choice of right or left side for the start. Car #2 will take the opposite side. Cars 3 and later will always follow the rule of odd number cars on the left and even numbered cars on the right. If a car misses the grid, the other cars must fill in and not leave an open spot.
- Lagging back in an effort to get a run at the start is not allowed.
- When the green flag is shown, racing commences for all cars in that start group and overtaking can occur prior to the start line.
- From the start of the race through the exit of the first corner, no more than two cars are allowed to run side by side. Cars may only pass and create a '3-wide' situation if there is an obvious mechanical issue with a car at the start.

The pole sitter in each of the following groups must be alert for an aborted start where a red flag, green and yellow flags, or red and yellow flags² may be displayed instead of a green.

In the event of flags other than a Green, drivers are expected to follow the normal flag protocol and exercise extreme caution, but also be careful not to abruptly slow causing the back of the field to accordion into cars ahead of them. The pole sitter will be responsible for slowing the field in these situations.

III. Similar Speed Cars Racing for Position

Multiple Cars Approaching a Corner

Responsibility for sharing the track between the previous corner exit and the brake point of the next corner rests with both drivers. Any move that creates a physical overlap will be considered a pass attempt in process. **At any time, anywhere on the track that there is a physical overlap, both the lead car and the following car must leave racing room.** Adjustments required to car speed and trajectory to ensure both cars can safely negotiate the next corner without contact must be made by both drivers.

Multiple Cars Negotiating a Corner

The corner begins at the brake point for the lead car in a group of two or more cars approaching a corner. If a car is attempting to pass, it will likely be on a different line from the lead car. As the lead car reaches the brake point, the lead car must determine if physical overlap has occurred or is likely to occur at any point in the braking zone or at turn in. If physical overlap exists at turn in, the lead car is required to leave racing room for the overtaking car. This means leaving racing room at the apex if the following car is on the inside line, or leaving racing room at

² **Green flag:** normal start

Green and Yellow flags: Race has started but there is an incident to cause a yellow. Form a single file based on grid position and obey the flags. (Return to racing will be single-file.)

Red and Yellow flags: No start, come around and try a restart in the normal 2-wide grid.

track out, if the following car is on an outside line. If the following car has not achieved physical overlap by the turn-in point, the following car must yield the corner to the lead car.

If both cars are on the same line, the lead car can choose what line to follow. Note that if the lead car on the outside line has one following car immediately behind, the driver must also verify there is not a second car that has achieved physical overlap on the inside line before deciding to drive to the apex.

A driver who regularly positions himself or herself on the single car qualifying line (outside at corner entry) is inviting an inside line pass by similarly competitive cars and must be prepared to leave racing room on the inside of the corner. The car attempting to pass on the inside must adjust its speed and line to allow both cars to safely negotiate the corner and leave racing room at the exit of the track for the car being passed. In this situation the car on the outside cannot drive down to the apex of the corner!

In assessing an incident, majority fault for the incident (and 1st candidate for penalty) will be allocated to the driver with the trajectory and speed deemed least likely to succeed in negotiating the corner.

IV. Lapping Slower Traffic

As a general rule, responsibility for safe passes of slower, lapped cars rests with the overtaking driver. However, lapped drivers are required to be aware of faster cars approaching and make adjustments to their line and speed to allow the track space required by an overtaking car to safely pass in either a straight or a corner. Once overlap is established, the passing rules apply and responsibility for avoiding contact rests with both drivers. If overlap is difficult to determine - responsibility rests with the driver of the overtaking car. If in doubt, wait.

It is nearly always safest and easiest for the car being lapped to leave room on the inside for the overtaking car to safely pass. The drivers of cars being lapped must drive predictably, using car posture and track position to clearly show their intent when approaching a corner. For example, a move to the outside at corner entry will indicate to an approaching driver your intent to leave the inside open. Closing the door after inviting the overtaking car to the inside is confusing and dangerous. It is the responsibility of the overtaking driver to assess the probable line and trajectory of the slower car and plan the pass accordingly.

Drivers of slower cars must use their mirrors to be aware of approaching traffic and decide prior to corner entry if adjustments to their speed or line are necessary to allow an overtaking car to pass safely.

If two overtaking cars come upon two slower cars racing for position, the two slower cars are not required to accommodate the faster cars with a special deviation in speed or line. The overtaking cars remain fully responsible for negotiating the traffic in a safe and courteous way that does not impact on the racing of the slower cars, if in doubt, wait!

V. On-Track Behavior During Warm Up and Qualifying Sessions

All of the above rules applying to on-track behavior also apply during warm-up and qualifying sessions. However, since the sessions are not races, drivers are expected to allow faster cars to pass without interference. Of course, you'll be faster with clear track and not driving the defensive "race" line.

Blocking or poor driving during warm-up or qualifying will be penalized in the same manner as in a race.

VI. Incident Review and Penalties

If there is contact during a session, the driver(s) involved must obtain the appropriate incident reporting forms from NASA or other sponsoring group and then report the incident to the Chief Steward.

If a driver feels that another driver was blocking, violating these rules or otherwise driving in an unsafe manner, the driver may bring video showing the offending driving to the Chief Steward for review. The driver making the complaint is responsible for 'doing the homework' – the complaint must specify "... *at x:xx time in the video, the offending driver did this ...*". It is not allowed to simply provide a 30-minute video and say "*watch this video, this guy blocks me multiple times.*"

There is one special case 'incident' – a spin. In any session (including a race), if a car spins, it must report to the PRC black flag station (NOT the NASA black flag station) on the first lap it can exit the track. This is minimally a stop-and-go penalty, but if the Steward asks for information, the driver may not return to the track until the Steward (or PRC official manning the station) releases the car. It is the driver's responsibility to know where the PRC black flag station is located (it will be announced in the drivers' meeting). A spin where the driver has reported to the black flag station does not need further incident reporting.

Incident Review

Incident Review is a multi-step process generally comprised of data collection, a Steward Review Board meeting, a conclusion to the cause(s) of the incident and assessment of penalties.

The Chief Steward will begin data collection immediately after the incident. Drivers should bring pertinent information (e.g., video cards) with them when they report the incident and provide the written incident report.

- Videos from all cars with footage of the incident.
- Written incident reports from drivers involved and witnesses.

The Steward Review Board (SRB) will convene and discuss the incident. The SRB will typically include the Chief Steward, Spec 911 and GTL driver representatives, and/or any other PRC member invited to participate by the SRB.

As appropriate, the SRB will review videos and written reports, and may also include driver interviews (which may include interviews of drivers not immediately involved in the incident).

SRB review questions:

Lead car:

- Was it on a clear line?
- Did the driver make a single clear move before the braking zone?
- Did the driver leave adequate racing room?
- Did the driver make speed and trajectory adjustments for a safe pass?
- Did the driver maintain control?

Passing car:

- Was physical overlap achieved at any point in the braking zone or at turn in?
- Did the driver make speed and trajectory adjustments for a safe pass?
- Did the driver leave adequate racing room?
- Did the driver maintain control?

The SRB will reach a conclusion regarding the cause of the accident, who is at fault and penalties to be assessed.

Penalties

Penalties will be assessed using this guidance. More than one driver may be penalized in any incident. Penalty points expire after eleven months. As soon as a driver accumulates six or more points, the driver is suspended until enough points expire for the driver to have less than six points. Any three point penalty will result in suspension for the remainder of the weekend (the driver will no longer be allowed on track that weekend in any session for any reason).

1. Penalties without points assigned:

- No penalty points are assigned for spins, if the driver immediately comes to the PRC black flag station. As described above, a spin is essentially a stop-and-go penalty.
- No penalty points are assigned for '3-wide' at race start. If a driver is found to have gone 3-wide at race start, a 30-second penalty will be applied to the driver's time.
- No penalty points are assigned if a driver goes four wheels off the track surface. In this instance the driver is advised to go to the PRC black flag station to check for damage but it is not mandatory.

2. A 1-point penalty is assigned to the driver(s) at fault for:

- Unsafe or bad behavior on or off track or a violation of these Rules that does not result in damage other than minor cosmetic damage to another car.
- Unsafe pass.
- Running another car off track.
- Blocking.
- Failure to report to the black flag after a spin.

- Contact resulting in minor cosmetic damage.
3. A 2-point penalty and DQ in a race or qualifying session³ is assigned to the driver(s) at fault for:
- Unsafe or bad behavior on track or a violation of these Rules resulting in damage to another car more than minor cosmetic damage.
 - Passing under a yellow flag.
 - Failing to report to the Chief Steward after an incident.
 - Contact resulting in major cosmetic or minor functional damage.
4. A 3-point penalty, disqualification in the race or session at issue and suspension for the remainder of the weekend is assigned to the driver(s) at fault for:
- Passing under a red flag (or ignoring a red flag).
 - An unsafe pass of safety vehicles (this condition is determined by the safety vehicle personnel, not the SRB).
 - Contact resulting in major functional damage.

Not all potential infractions are identified above. The SRB may penalize a driver for other improper behavior or infractions not specifically identified herein. In determining the penalty for behavior or infractions not specifically identified above, the SRB shall use the above-listed penalties as guidelines. More or fewer points may be assigned based on the incident review.

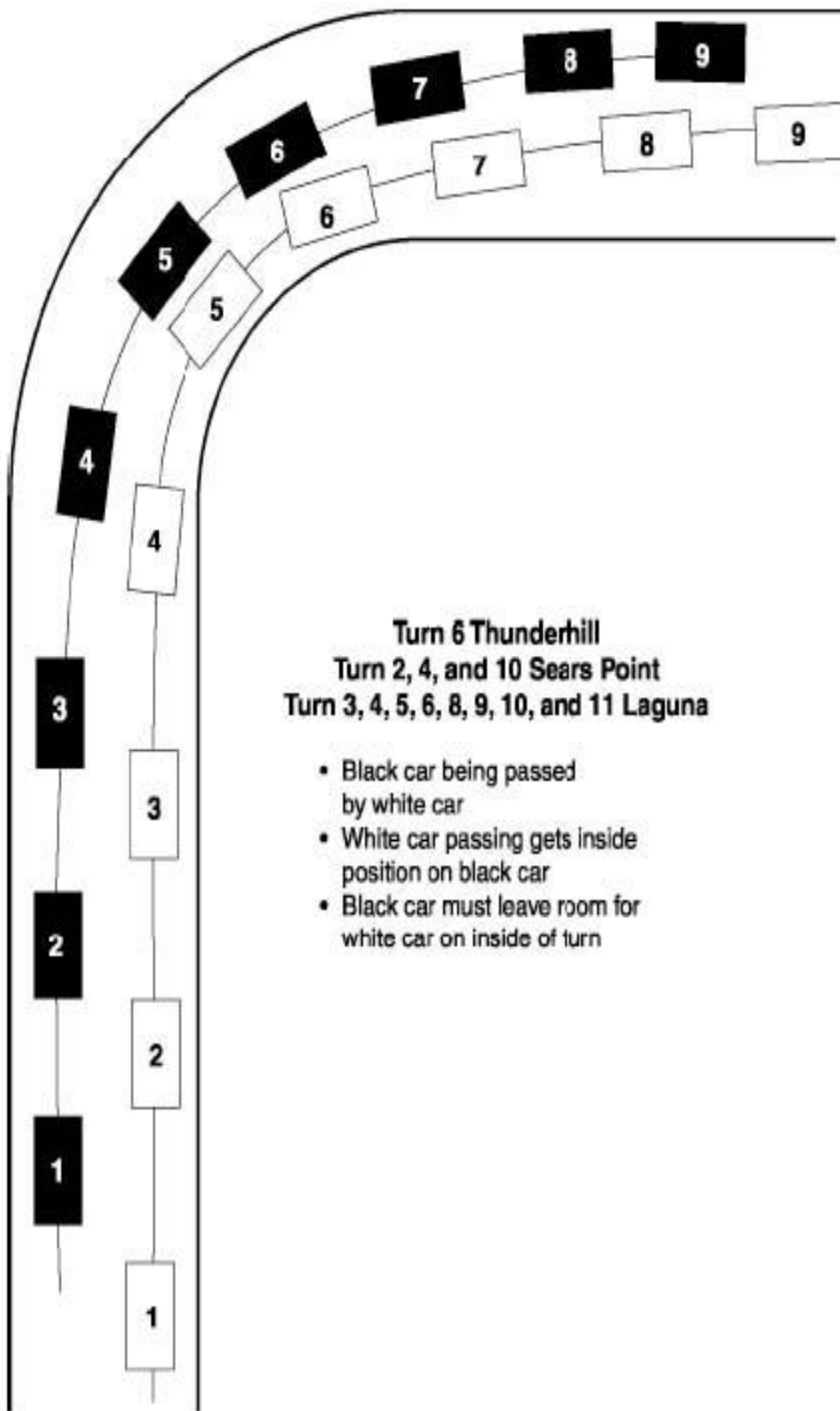
Communication of Review and Penalties

In most cases, the conclusion(s) regarding an incident will be reached within 48 hours.

The SRB will attempt to personally communicate the conclusions to all drivers involved in an incident.

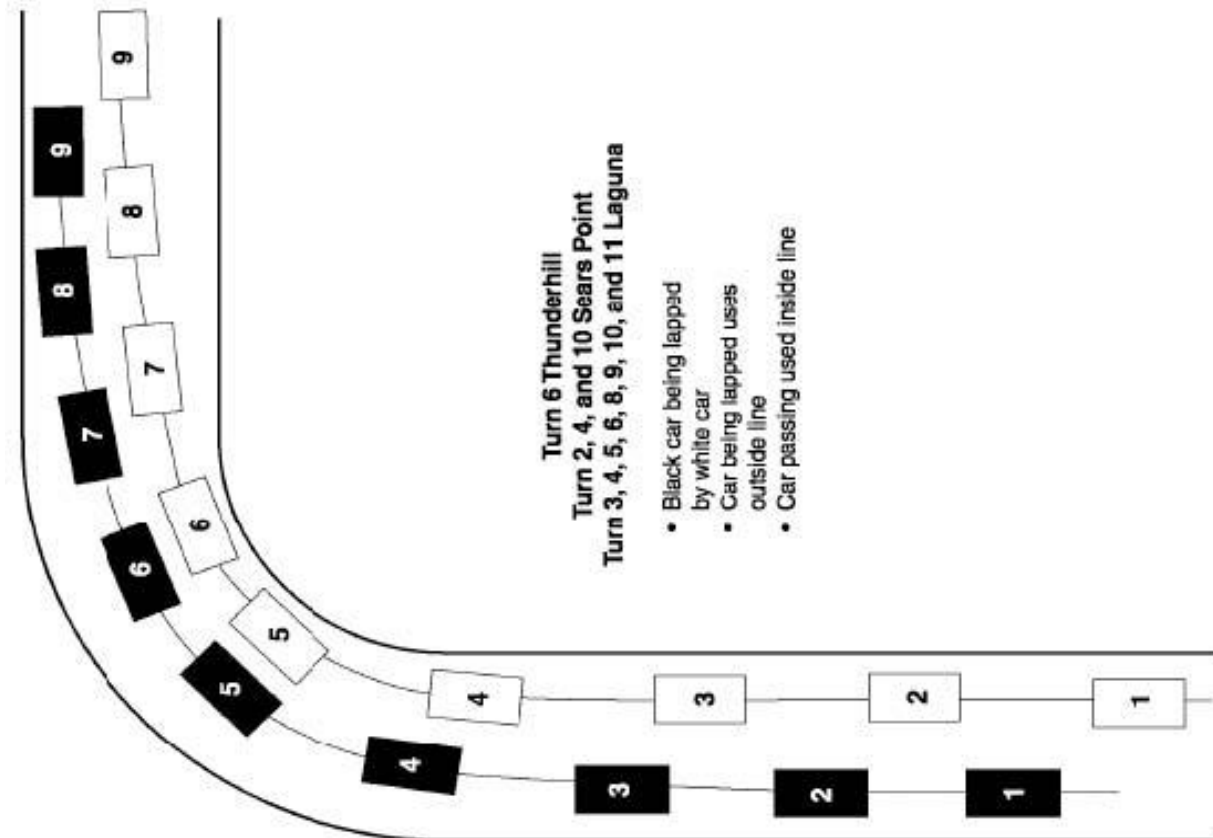
A published Penalty Report will be emailed to the PRC membership (all membership, regardless of attendance at the event where the incident occurred) after a race weekend. This report will include the conclusions from all incidents and the penalties assessed.

³ Note that a DQ in Qualifying means that no qualifying time is assigned and the driver starts at the rear of the group.



Turn 6 Thunderhill
Turn 2, 4, and 10 Sears Point
Turn 3, 4, 5, 6, 8, 9, 10, and 11 Laguna

- Black car being passed by white car
- White car passing gets inside position on black car
- Black car must leave room for white car on inside of turn

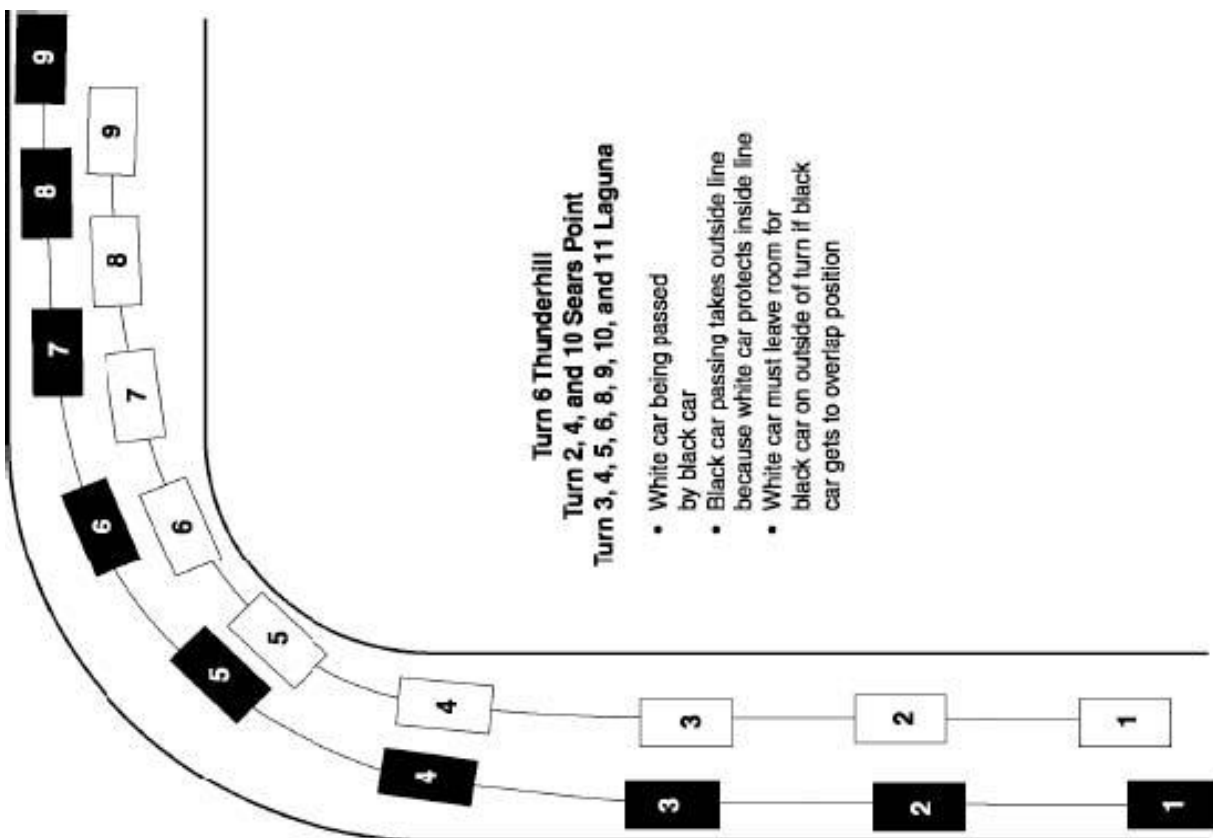


Turn 6 Thunderhill

Turn 2, 4, and 10 Sears Point

Turn 3, 4, 5, 6, 8, 9, 10, and 11 Laguna

- Black car being lapped by white car
- Car being lapped uses outside line
- Car passing used inside line

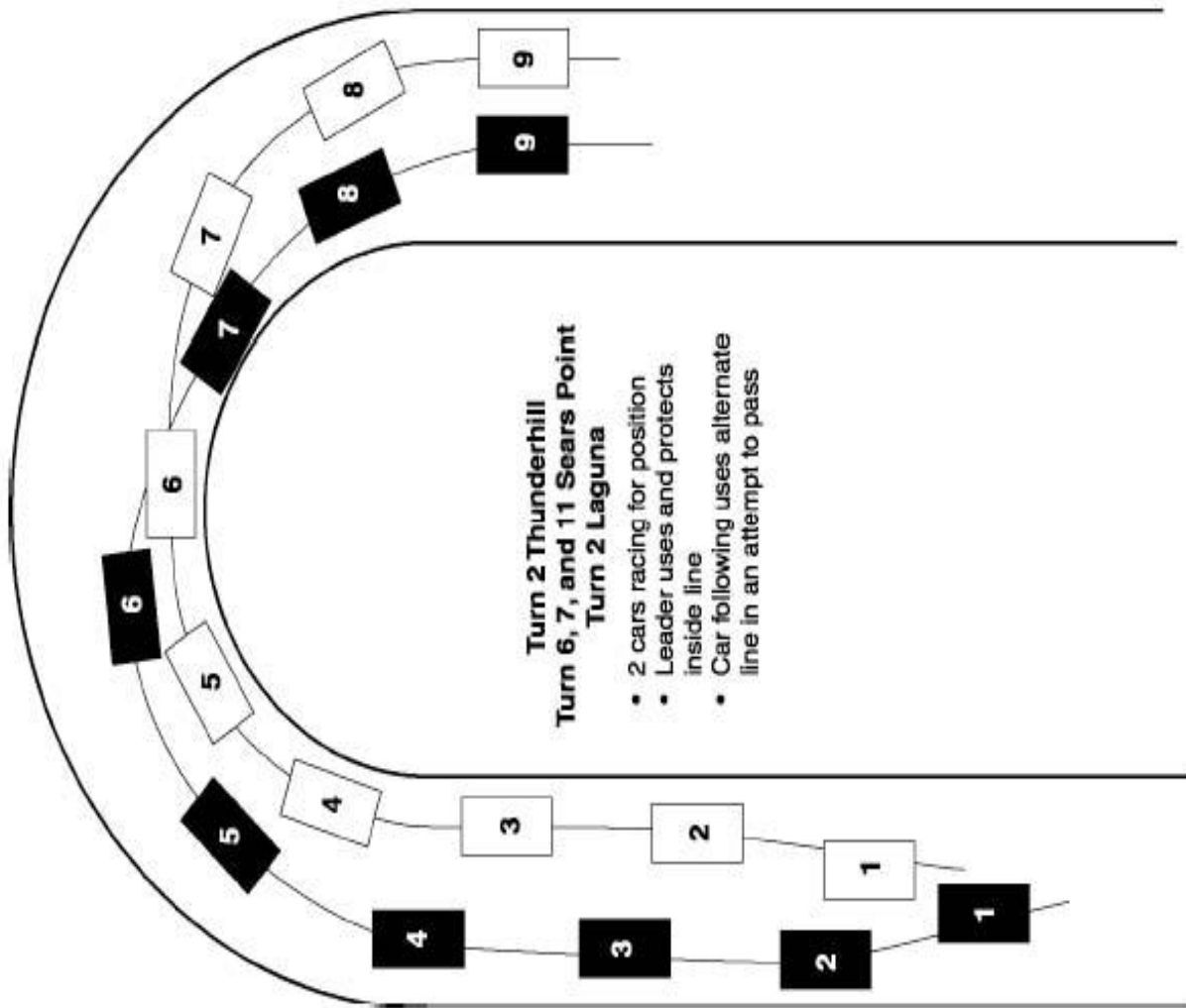


Turn 6 Thunderhill

Turn 2, 4, and 10 Sears Point

Turn 3, 4, 5, 6, 8, 9, 10, and 11 Laguna

- White car being passed by black car
- Black car passing takes outside line because white car protects inside line
- White car must leave room for black car on outside of turn if black car gets to overlap position



PRC POLICIES

Driver's Meeting - Miss

- \$20 fine

Event Tech - Miss

- will not be allowed on track until event tech is completed

Permanent Car Number - Failure to Race in a Given Year

- you can preserve your car number whether you race or not by paying your annual membership fee through the website.

Trophies - Cut-Off Date

- trophies will be based on entry list 2 weeks prior to the event

Grid - Cut-Off Date

- Saturday's practice/qualifying grid will be based on the results from the previous event race and will be determined 1 week prior to the event. if you register within the last week, you will start last